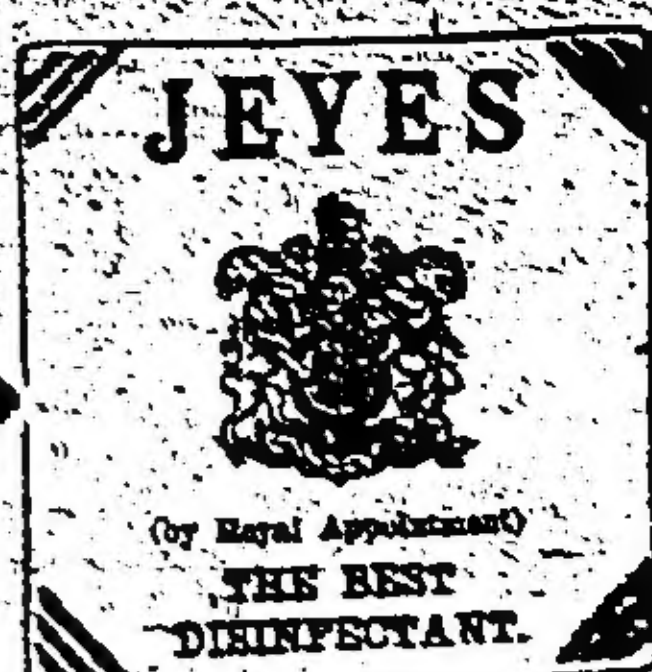


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ARE RENDERED HARMLESS
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SUPPLIED BY
N. LAZARUS
OPHTHALMIC OPTICIAN
25, Queen's Road Central, Hongkong

The China Mail.



September 9, 1920, Temperature 80

ESTABLISHED 1845

Barometer 29.70

Rainfall 0.86 inch

Humidity 95

September 9, 1919, Temperature 80.

No 18,051.

四

九-九

THURSDAY SEPTEMBER 9

七廿月七申庚年九國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

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WATSON'S FORMAZONE

Possesses the characteristic stimulating and refreshing qualities of

CHAMPAGNE

SPLITS per dozen .80 Cents
PINTS " \$1.25 "

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BRITISH CARS "ARRIVING SHORTLY":
Rushon-Hornby touring car about end of September.
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THE UNITED BRITISH INSURANCE COMPANY, LIMITED.
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ALEXANDRA BUILDING, HONGKONG. TEL. No. 2242.

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WINE MERCHANTS.

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TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

TRADES UNION CONGRESS.

NO DISCUSSION OF THE COAL CRISIS.

GOVERNMENT'S STANDPOINT.

LONDON, September 7.

The Trades Union Congress continued meeting to-day, but again maintained complete silence on the vital question of the hour and confined itself to discussing minor matters, such as the Unemployment Act, the election of a Parliamentary committee, and the ban on the Russian trade union delegation which the Government is not allowing to land in England. This aroused the fury of Mr. Williams, the Secretary of the Transport Workers' Union, who demanded that the Council of Action get busy and compel the Government to admit the delegation. The Congress, however, refused to take the affair tragically and referred it to a committee for further consideration. The Congress adopted unanimously a resolution of Mr. Clynes, M.P., in favour of a levy on war wealth and capital.

UNOFFICIAL ACTIVITY.

Although there is no apparent recognition by the Congress that the coal crisis exists, the Labour leaders at Portsmouth have not been inactive and unofficially they have been busily exploring avenues of peace. It is now considered possible that the Congress will not at present make any official act of intervention, but will leave definite mediation moves to the Triple Alliance, which may not act until the last moment. The Government's standpoint still is that so long as the miners' leaders maintain the attitude that their two demands are one and indivisible there is little hope of a peaceful issue or even of beginning negotiations.

A BRIGHTER OUTLOOK.

LONDON, September 7.

The coal strike situation has assumed a somewhat brighter outlook as the result of a telegram from Sir Robert Horne to Mr. Smillie to-night saying that in order to avoid any misunderstandings regarding the Government and Miners' Federation points of view, he would be glad if Mr. Smillie would bring his executive to the Board of Trade on September 9 to discuss the present situation. Mr. Smillie has not yet replied.

The Congress unanimously passed a resolution declaring the claims of the miners reasonable and just and that they should be conceded immediately.

It was announced that the Miners' Federation had decided to meet the Government to-morrow.

MINERS NOT ANXIOUS FOR STOPPAGE.

LONDON, September 8.

On the Trades Union Congress resuming to-day, Mr. Thomas, M.P., made a statement on the miners' trouble. He denied that the Congress was afraid to raise the issue for fear of the miners' power. The Miners' Federation raised no objection to a Parliamentary committee bringing up the question at the Congress for the benefit of the public as a whole. It was assumed, continued Mr. Thomas, in some quarters that the miners were specially anxious for a stoppage, but my answer on behalf of every member and union official is that a stoppage of the mines is the last thing we desire. None realises the consequences of a stoppage more than the miners themselves. None realises the public issues involved more than the miners, but the Parliamentary committee was composed of men who had the conduct of trade disputes and were more concerned in adopting an attitude that might help peace rather than embitter the controversies by any statements they might make. Our action has been abundantly justified by the invitation the Government sent to the miners' executive.

AN EVIL DAY.

TROUBLE PROMISED FOR THE TWENTY-FIFTH.

LONDON, September 8.

It is reported that Labour demonstrations of a Bolshevik nature have been planned in nearly all European countries for Sept. 25, if the British miners actually strike then. The demonstrations include one-day general strikes, demanding recognition of the Soviets. Furthermore, a fresh series of armed outbreaks in Ireland is to be launched simultaneously.

BOXING ETHICS.

CARPENTIER NOT TO MEET DEMPSEY IN LONDON.

LONDON, September 8.

Mr. Cochran has decided to abandon professional boxing promotion owing to the disregard of obligations displayed by so many boxers. The immediate cause is Pete Herman cabling his inability to fulfil a contract to meet Wilde in London on Sept. 27. Mr. Cochran has withdrawn his offer of £50,000 to Dempsey for a fight with Carpenter in London and has released Carpenter from the contract signed last Autumn.

MESOPOTAMIA.

LATEST WAR OFFICE COMMUNIQUE.

LONDON, September 7.

To-night's War Office Mesopotamia communiqué reports that Samawah was shelled by the 13-pounder gun lost with the armoured train captured on September 2. On the Upper Euphrates the building of block houses has begun on the Bagdad-Fallujah line.

The India Office announces that the Civil Commissioner at Bagdad telegraphed on September 7 that a letter had been received from Captain Lloyd at Delahab stating that Captain Strachan and Mrs. Buchanan are safe with him. He does not fear their personal safety.

THE ST. LEGER.

LONDON, September 7.

An additional possible St. Leger runner is Oliver (Clubhouse).
LONDON, September 7.
The St. Leger was won by Caligula (100-6). Silver (8-1) was second and Mammon (33-1) third. There were fourteen runners. Caligula won by half a length, three lengths separating second and third.

THE DOLLAR.

To-day's closing rate 4/24
To-day's opening rate 4/24

EARLIER TELEGRAMS.

(Reader's Service to the China Mail.)

TRIESTE SENSATION.

TRIESTE, September 8th.
Officers from Fiume proceeded to Catania, succeeded in getting the steamer Cogni which was loaded with a valuable general cargo for America, and diverted it to Fiume. Signor Giolitti has ordered a rigorous enquiry.

ANGLO-FRENCH LOAN.

NEW YORK, September 6th.
The French High Commissioner, M. Casenove, announces that France will repay her share of the Anglo-French Loan by paying \$150,000,000 with funds now in hand and gold to be imported from France and \$100,000,000 by the issue of French Government Bonds, underwritten by a syndicate which Messrs. Morgan's are organising.

SWEDISH ELECTIONS.

STOCKHOLM, September 7th.
General Elections began on September 4th. There is considerable lack of interest, the number of voters being smaller than in 1917.

CONDITIONS IN RUSSIA.

STOCKHOLM, September 7th.
The Social Democrats state that a Swedish metal-workers delegation, which has returned from a tour of investigation in Russia, reports that it met with the most cordial welcome everywhere. It is of opinion that the Ural district is most suitable for colonisation.

DENMARK'S CONSTITUTION.

COPENHAGEN, September 7th.
The plebiscite on the subject of the alteration of the Constitution—proposed by the incorporation of Slavia in Denmark—resulted in 618,593 affirmative and 13,075 negative votes. The Constitution Bill, therefore, now comes into force.

BOXING.

BENTON HARBOR, Sept. 7th.
Dempsey knocked out Mike in the third round. Seventeen thousand spectators were present. The gate receipts exceeded \$150,000.

AVIATORS KILLED.

FOREST HILL, September 6th.
The bodies of the airmen have been identified as those of Lieutenant Grier, of the United States Navy, and Sergeant Saxe of the Army Aviation Corps. They had come to take aerial photographs of the game.

SHIPBUILDING.

POSITION OF THE INDUSTRY.

INTERESTING COMPARATIVE FIGURES.

From the Lloyd's shipbuilding return for the quarter ending June 30 last it appears that in all 2,195 merchant vessels with an aggregate gross tonnage of 7,720,904 are in course of construction, of which the United Kingdom is responsible for 941 ships aggregating 3,578,153 gross tons. This latter figure represents an increase of 184,000 tons as compared with the return last March, and an increase of 1,054,000 tons as compared with conditions a year ago. The largest increase has been at the Clyde shipbuilding centre, where 1,260,777 tons are now under construction. The corresponding figure for the North-East Coast area is 948,209 gross tons. The new tonnage commenced during the past quarter represented 588,604 gross tons, and a noteworthy feature is the large average size of the vessels in demand. There are now building 223 vessels of 6,000 tons or over, as compared with 210 in March. The vessels of 10,000 tons and upwards number 63. Whilst there has been, during the quarter, an increase of 184,000 tons in the work under construction in British yards, there has been a large fall in the work in hand abroad, although it should be observed that the returns include no figures for Germany. The most notable drop in production has been in the States, where the decrease has been continuous for the past 15 months. In March, 1919, the work in hand at American yards was 4,185,523 gross tons, on June 30 last it was 2,105,956, whilst in the United Kingdom the merchant tonnage in hand has increased 60 per cent. during the same period, and is now a record for this country. During the quarter the tonnage in course of construction in the Overseas Dominions has increased by 36,000 tons the aggregate at the end of June being 268,798. Holland also shows an increase, but in Japan the tonnage under construction has fallen by 31,000 gross tons. It is interesting to compare present figures with those for the second quarter of 1914. Lloyd's returns for that date showed a world aggregate of 3,162,890 gross tons, of which 1,722,124 tons were being built in British yards.—Engineering.

BUSINESS NOTICES

J. T. SHAW

TEL. 692

SPECIALIST IN EVENING WEAR

DRESS COLLARS

TIES

SHIRTS

GLOVES

VESTS

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LINES & STUFS

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J. T. SHAW

TAILOR AND OUTFITTER

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THE PHARMACY

(FLETCHER & CO.)

QUEEN'S ROAD.

WE HAVE JUST RECEIVED A FRESH SUPPLY OF
ENGLISH SOAPS AND TOILET WATERS.

J. ULLMANN & Co.

French Firm, Established 1860.

Quality, Variety, Perfection.

THE GENERAL ELECTRIC CO.

QUEEN'S
BLDG.

OF CHINA, LTD.

TEL. 518.
HONGKONG.

ELECTRIC LIGHTING FIXTURES.

BOWL FITTINGS, SEMI-INDIRECT LIGHTING UNITS,
PENDANTS, BRACKETS, TABLE LAMPS, Etc.

HEATING and COOKING

KETTLES, IRONS, WARMING PLATES,
COFFEE PERCOLATORS, SAUCEPANS, Etc.

MODERN DESIGNS

EFFICIENCY and ECONOMY.

YOUR INSPECTION OF OUR SHOWROOM IS INVITED.

CAPE WINES.

CLARET

DRAKENSTEIN (Hock Style)

SAVIGNON BLANC (Hock Style)

CALDBECK, MACGREGOR & CO. LD.

15, QUEEN'S ROAD CENTRAL.

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MULTIPLE ENGINED BIPLANES

HANDLEY PAGE LTD.

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Sole Agents for China:

PEKING SYNDICATE LTD.

Sub-Agents for Hongkong and South China:

W. E. LOXLEY & CO.,

Hongkong

ESTABLISHED 1841.

IN
BLACK AND TAN

It is the Labour Party we have to thank for suppressing the Chur-

dividing line? No rule can
up. Only gentlemanly instinct
supply the answer. To play
if you don't care whether you
win or not is the 'game of the
lacker. It is most ungentleman-
because it is disrespectful to
play with whom you play. To
try to win as if nothing else
mattered, grabbing every pos-
sible advantage, insisting on the
pound of flesh" is the opposite
extreme, and is quite as bad. There
no way of instruction, the only
thing to do is for each player to
search his own heart and watch

Kameo Kajiyama, the Japanese cultural marvel who has been appearing during mail week at the London Museum, defies all copy-book maxims about concentrating on the one matter in hand and no more. He can think and do a number of totally different things simultaneously. While he is giving a lecture, he reads a paper and writes on a screen with enormous rapidity, backwards, the words of the evening. And all the time part of his mind is busy at solving arithmetical problems set him by the audience, involving the extraction of the cube roots of various numbers. He writes with equal facility with either hand, or with both hands, backwards, forwards, upside down, different sentences at the same moment that he is talking about something else.

The regular steamship line between "Antwerp," "Hamburg," "Amsterdam," and the "Dutch East Indies" by the Nippon Yusen Kaisha, which has already been announced, is shortly to be opened.

Sir John Tankerville Goldney, of Tonks Park, Corsham, Wilts; and Hanover Court, Hanover-square, W. Chief Justice of Trinidad, formerly a Judge in British Guiana and in the Straits Settlements; who died April 11, aged 73, brother of the present baronet, Sir Prior Goldney, left an estate of the value of £51,922, and net personalty £40,089. He bequeathed £100 each to the three ex-torturers and other small legacies, and the residue of his property to his wife absolutely.

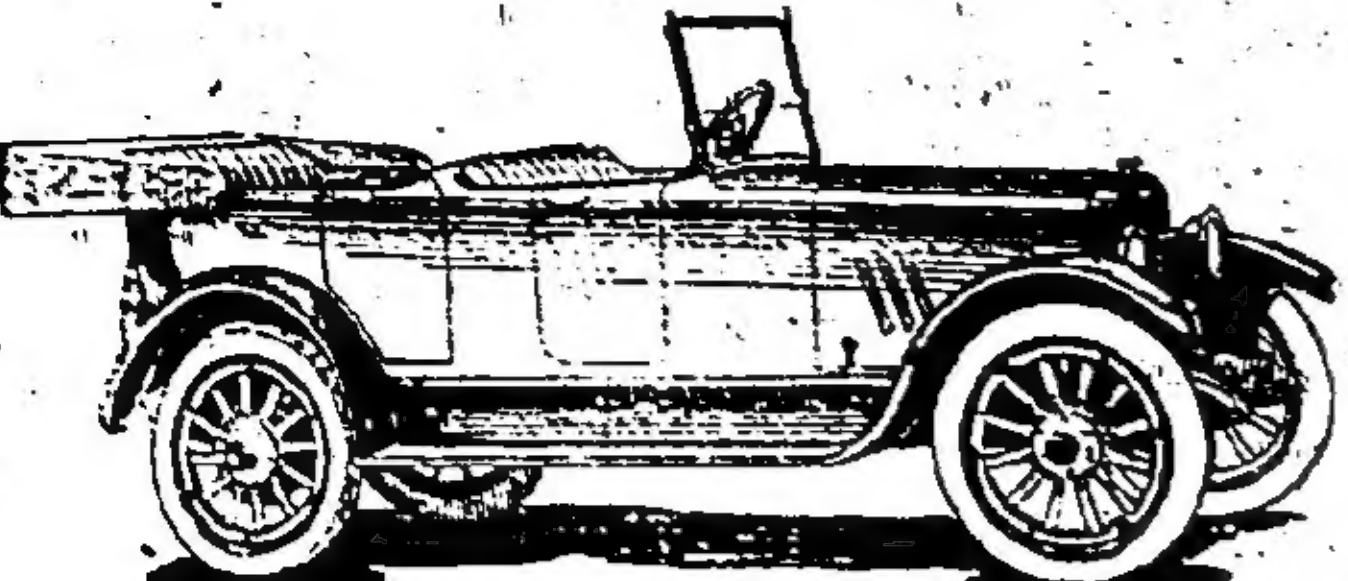
The s.s. "Hong Moh," British, cleared to-day and will sail for Amoy at 10 a.m. to-morrow.

The s.s. "Hok Canton," Chinese, cleared to-day and will sail for Kwong Chow Wan at 6 a.m. to-morrow.

The s.s. "Nankin," British, cleared to-day and will sail for Yokohama at 10 a.m. to-morrow.

MERCURY MOTOR CAR CO.

59-61 Des Voeux Road Central, HONGKONG.



General Office: 1201
Main Branch & Show Room: 67
Raffles Hotel: 2281
West Point Branch: 1215
Work Shop: 228

COMPANY REPORT.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

The report for presentation to shareholders at the twenty-fourth ordinary yearly meeting, to be held at the Company's Depot, 2 Lower Albert Road, on Tuesday, Sept. 21 at 12.30 p.m., states:—

The Directors herewith present to the Shareholders a statement of the Company's Accounts for the year ending 31st July, 1920.

The profit for the year, together with the amount brought from last year's account, after writing off \$75,788.85 for Depreciation and Bad and Doubtful Debts, and providing for Directors' and Auditors' fees, amounts to \$209,356.67 which is proposed shall be dealt with as follows:—

Pay a dividend of \$1.50 per share	\$171,000.00
To add to Cattle Reserve	30,000.00
To add to Fire and Typhoon Insurance Fund	5,000.00
To Carry forward to next year's account	3,356.67
	209,356.67

Directors:—S. C. P. Chater, B.M.S., and Mr. L. N. Lee, retire by rotation but are eligible for re-election.

Audit:—The annexed accounts have been audited by Messrs. Percy Smith, Seth and Fleming who offer themselves for re-election.

L. N. LEEFE,
Chairman.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 31st JULY, 1920.

DEBIT.	
To Directors and Auditors' fees	\$ 7,600.00
Loss on subsidiary coins	183.41
Repairs and Renewals	41,046.12
Land Cultivation and Improvements	641.00
Written off:—	
Bad and Doubtful debts	2,705.57
Buildings and Property	21,751.98
Ice Plant and Machinery	25,221.55
Launches, Lighters & Vehicles	7,019.30
Furniture, Fittings and Dairy Machinery	14,262.20
Stocks and Stores	4,828.25
	75,788.85
To Balance	204,489.52
	\$ 329,748.90

CREDIT.	
By Scrip Fees	\$ 152.00
Interest	343.81
Bad Debts Recovered	50.75
Balance of Working Account	329,202.34
	\$ 329,748.90

BALANCE SHEET, 31st JULY, 1920.

LIABILITIES.	
Capital: 114,000 Shares at \$7.50 each, fully paid up	\$ 855,000.00
Cattle Reserve	120,000.00
Fire and Typhoon Insurance Fund	65,000.00
Equalization of Dividend Fund	20,000.00
Accounts Payable	138,730.17
Balance of Profit and Loss Account from last year	4,857.15
Profit for this year	204,489.52
	\$ 1,408,086.84
ASSETS.	
Cattle	\$ 145,245.85
Buildings and Property in Hongkong, Kowloon & Shamen:—	
As per last Account	\$ 435,635.08
Since added	149,482.48
	585,117.56
Less written off 31st July, 1920	21,751.98
	563,365.58
Ice Plant and Machinery:—	
As per last Account	206,601.13
Since added	5,620.42
	212,221.55
Less written off 31st July, 1920	25,221.55
	\$ 187,000.00
Launches, Lighters and Vehicles:—	
As per last account	31,755.00
Since added	1,264.30
	33,019.30
Less written off 31st July, 1920	7,019.30
	26,000.00
Furniture, Fittings and Dairy Machinery:—	
As per last Account	29,724.08
Since added	20,538.12
	50,262.20
Less written off 31st July, 1920	14,262.20
	36,000.00
Stocks and Stores on hand	238,473.05
Less written off 31st July, 1920	4,828.25
	233,644.80
Share Investments (Market Value on 31/7/1920 \$38,855.00)	37,752.00
Accounts Receivable	188,977.61
	\$ 1,408,086.84

M. MANUK,
Secretary.

L. N. LEEFE,
J. SCOTT HARSTON, } Directors.

We report that we have audited the above Balance Sheet with the Books and Vouchers of the Company in Hongkong, and in our opinion such Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs on the 31st July, 1920, according to the best of our information and the explanations given and as shown by the Books of the Company. We have seen the Deeds of the Properties and the Share Scrips and have obtained all the information and explanations we have required.

PERCY SMITH, SETH AND FLEMING,
Auditors.

Hongkong, 7th September, 1920.

"FINGER STUNTS"

SHOP THIEVES CAUGHT.

HEAVY SENTENCES IMPOSED.

Magistrate Smith had before him this morning a Chinese woman and two men charged with (1) larceny of a roll of silk valued at \$40, the property of Messrs. Tyeb & Co., of D'Agular Street, on September 8, (2) larceny of a pair of boots valued at \$12, the property of Messrs. Cherry & Co., boot and shoe makers of Pedder Street, on August 9, and (3) larceny of an ear-ring set with diamonds valued at \$400, the property of Messrs. Sennet Freres (Weill & Co.), of Queen's Road Central, on August 14.

Mr. A. E. Hall, who appeared for the defence, entered a plea of "not guilty."

Inspector Blackman said that at 9.30 yesterday morning, soon after the shop had been opened, the defendants and another man, who is not in custody, entered Messrs. Tyeb & Co.'s premises and asked to be shown some silk. While the woman and the other man examined one roll of silk, the second and third defendants stole another roll.

Miss Matsui, of Messrs. Cherry & Co., was then called. She identified them as the property of her shop. They had been in the shop for a long time, and were missed soon after the first defendant and another man, not Nos. 2 or 3, visited the shop, she thought, on August 9.

By Inspector Blackman: The pair of boots produced were not sold.

By Mr. Hall: They kept a record at the shop of all articles sold. She was sure the boots were the property of the shop because they had been there for a long time. They seldom sold boots of that pattern.

Mr. Samuel Dunn, an assistant of Messrs. Sennet Freres, said that on August 13, the first defendant and two men came to the shop and asked to be shown some bracelets. After examining a bracelet, they said they did not like it, and asked to be shown another. Witness showed them another, but they did not like it either.

They then asked for ear-rings and then for finger rings. After giving witness a lot of trouble, they bought two plain gold rings for \$5. Immediately after paying for the rings, the defendants hurried out of the shop. This more than confirmed suspicions which had been aroused in witness's mind and he sent a servant after them. The latter returned soon afterwards and announced that they had disappeared. That evening when witness took stock before closing the shop, he discovered that one of a pair of ear-rings he had shown to the defendants was missing.

Detective Sergeant Dorling stated that the store's property was recovered in different pawnshops.

Inspector Blackman said that at an identification parade held yesterday, all three complainants identified the first defendant as the woman who had visited their shops.

The Inspector then put in the first defendant's statement, in which she stated that the ear-ring was given to her by her sweetheart, (third defendant). She did not know anything about the silk and the boots. She further stated that she was brought here from Shanghai by the third defendant.

Mr. Hall, addressing the Magistrate, said that there was no evidence to convict the first defendant, and asked for her discharge. Counsel said that there were several flaws in the case, the principal of which was in the charge laid by Messrs. Sennet Freres. He said that Mr. Dunn had told the Court that both he and Mrs. Weill suspected that the defendants were not honest people as soon as they entered the shop. Counsel submitted that being suspicious, they would undoubtedly have kept a sharp watch over the woman and her companions, and yet neither of them saw them take the ear-ring, which was not missed until the evening.

The Magistrate: They thought they had taken all necessary precautions. Undoubtedly they never expected any Mallini quickness of finger "stunts" from the defendants.

After further argument by Mr. Hall, the Magistrate decided to convict, and passed sentence of six months' hard labour each.

The barbers in Canton will soon have a union. There are now more than 4,000 barbers in Canton, and they have formed a club.

One fatal case of cerebro-spinal fever and one case of paratyphoid fever, both Chinese, are recorded in to-day's return of notifiable disease.

It has been reported that a new restaurant, named the Chung Yuen, is shortly to be established at Yau-nat, and that it will occupy six out-storey houses in Woon Sun Street. The capital of the undertaking is said to be \$60,000.

A Canton paper reports that some malicious detectives, in order to gain rewards for having arrested rebels, have gone so far as to secretly put sedition documents into pockets of persons in the tea-houses and then arrest them as rebels.

DOOM OF THE RIKISHA.

AN ANACHRONISM.

NO SADNESS OF FAREWELL.

Mr. R. J. Farrer, President of the Singapore Municipality, in his report for 1919 says:—

Rikishas decreased in number and riksha fares (as paid though not sanctioned) increased proportionately. The Commissioners look forward to the time when rikishas will be no more, for practical, not sentimental reasons. For transport to country districts rikishas are being run off the roads by motor-cars and it is hoped that an increase in the efficiency of the tramways and the development of the motor bus system will have the same effect in the town. Slow, of uncertain deference to traffic rules, and fruitful in noisy dispute over fare, they constitute an anachronism whose disappearance should leave no sadness of farewell.

Private enterprise promised Singapore a taxi cab company, to be preceded by non taxi cabs plying for hire. The taxis did not materialise, nor yet the cabs. Motor wagons increased from 152 to 235. The increase in the number of motor cars has brought to the front a problem of some importance, i.e., the organisation of a traffic department which will not only deal with the licensing of vehicles but also regulate their going forth and the collection of taxes thereon. The Commissioners approved of the creation of a new post of deputy to the Registrar of Vehicles, with a view to furnishing Mr. Hooper with an understudy. The anti-Japanese riots gave the riksha pullers an opportunity of causing inconvenience to the public by refusing to turn out. This lasted two days only, Mr. Hooper's efforts to restore traffic being speedily successful.

NEW PATENTS.

GERMAN APPLICATIONS.

CHEMICALS, TOYS, AND GAMES.

That Germany has not allowed "the grass to grow beneath her feet" during the war is clearly indicated by the large number of applications for patents from that country. There is naturally an accumulation of these, writes a *Daily Chronicle* representative, owing to the expiration, on July 10th of the period of grace allowed, under the provisions of the Peace Treaty, for the filing of applications at the British Patent Office. During the war the latter was dealing with no more than 50 per cent. of its normal number.

Messrs. Hughes and Young, the well-known patent agents, told a Press representative that between January 1 and July 10, over 20,000 applications were filed—an increase of over 3,000 compared with the same period last year. "A very large number of patents for chemicals have been taken out from Germany," said Mr. Hughes, "while war material figures prominently in the list. Krupp alone have taken out over 90 in two weeks, and there are applications from a prince and several barons. Judging from the applications German toys and games will soon be deluging the English market, though I fancy that the English inventor can hold his own."

TO-DAY'S

ADVERTISEMENT.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the Goods of Herbert Fullerton Dent formerly of Canton in China but late of Chestnut Lodge Station in the County of Surrey Esquire deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made the Order limiting the time for Creditors and others to send in their claims against the above Estate to the 7th day of October 1921.

All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 8th day of September 1920.
JOHNSON, STOKES & MASTER,
Solicitors for the Executors,
Prince's Building,
Ice House Street
Hongkong.

TO-DAY'S

ADVERTISEMENT.

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All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 8th day of September 1920.
JOHNSON, STOKES & MASTER,
Solicitors for the Executors,
Prince's Building,
Ice House Street
Hongkong.

TO-DAY'S

ADVERTISEMENT.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the Goods of Herbert Fullerton Dent formerly of Canton in China but late of Chestnut Lodge Station in the County of Surrey Esquire deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made the Order limiting the time for Creditors and others to send in their claims against the above Estate to the 7th day of October 1921.

All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 8th day of September 1920.
JOHNSON, STOKES & MASTER,
Solicitors for the Executors,
Prince's Building,
Ice House Street
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All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

ROYAL AIR FORCE.

MEMORIAL FUND.

Mr. D. K. Blair, Hon. Treasurer, of the Aero Club of Hongkong, acknowledges the following additional subscriptions to the Royal Air Force Memorial Fund:—

A. Anonymous.....\$150.00
Messrs. Robb & Co.....100.00
Mr. S. B. Columbine.....25.00
Mr. M. H. Turner.....10.00

TO-DAY'S

ADVERTISEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

P.R.E. - ORDINARY GENERAL MEETING OF THE ABOVE COMPANY.

will be held at the Company's Offices at Noon, on SATURDAY, the 25th inst. 1920.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 25th inst., both days inclusive.

DOUGLAS L. LAPRAIK & Co.
General Managers.
Hongkong, September 9, 1920.

NOTICE.

ST. PETER'S CHURCH will be opened for Services on SUNDAY, the 12th September, 1920.

HONGKONG CRICKET CLUB.

CRICKET NETS will be up for practice on MONDAY, 13th September, weather permitting. Members are requested to consult notices in the Pavilion as to arrangements for cricket and tennis.

L. S. GREENHILL,
Hon. Secretary.
Hongkong, Sept. 8, 1920.

G. R.

PUBLIC AUCTION.

PARTICULARS and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 13th day of September, 1920, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Bowen Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Locality	Boundary Measurements	Contents	Annual Rent	Upset Price
1	Lot 1, Bowen Road	100 ft. x 100 ft.	about 10,000 sq. ft.	4.50	£100.00

As per sale plan.

Lot 1, Bowen Road.

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NOTICES.



THE ADAM in COMMUNITY PLATE</

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 9 p.m.

TRAVEL OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

SAILINGS—
To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)
From Macao—daily at 8.30 a.m. and 5 p.m. (Mondays at 7 a.m.)
and 5 p.m. Sundays at 5 p.m. only.

Police Permits to leave the Colony are not required.
Further information may be obtained at the COMPANY'S Office, Hotel Mansions,
or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES
NEW YORK BERTH
Via SUEZ CANAL

S.S. "EGREMONT CASTLE"
Sailing on or about 14th September.

LLOYD TRIESTINO

FOR SHANGHAI AND JAPAN.

S.S. "AFRICA".....Sailing on or about 6th October.
FOR BRINDISI, VENICE, TRIESTE, ETC.,
TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS.
Via SINGAPORE, PENANG AND COLOMBO.

S.S. "HUNGARIA"
Sailing on or about 3rd October.

S.S. "AFRICA"
Sailing on or about 7th November.

Passengers' Luggage can be insured at the office of the Agents.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Service between
JAPAN, HONGKONG & JAVA
FOR JAVA.

S.S. "BOREO MARU".....Sailing on or about 18th September.
S.S. "SAMARANG MARU".....Sailing on or about 10th October.
FOR JAPAN.

S.S. "RIJUN MARU".....Sailing on or about 14th September.

OCEAN TRANSPORT Co., Ltd.

(TAITO KAIUN KAISHA)

Steamship Service Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING FOR SOUTH AFRICAN PORTS with
transshipment at CAPE TOWN in connection with the INDIA-CHINA STEAM
NAVIGATION CO., LTD. AND APCAB LINES.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.

Telephone No. 1154.

25, Wing Woe Street, Central.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAM-
BURG—Monthly direct service via Singapore and Port Said.
ATLAS MARU.....Saturday, 25th Sept.
ARGUN MARU.....Saturday, 9th Oct.

BUENOS AIRES—Rio de Janeiro, Santos, Manzanillo, Lurba and
Cape Town via Singapore.
CANADA MARU.....Tuesday, 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.
INDUS MARU.....Saturday, 11th September.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly
service.
UNNAN MARU.....Saturday, 2nd Oct.

SYDNEY & MELBOURNE—Monthly service taking cargo to
New Zealand and Pacific Islands.
KUNAJIRI MARU.....Monday, 27th September.

VICTORIA, VAN COUVER, SEATTLE & TACOMA—
Regular fortnightly service touching at immediate ports in
Japan and taking cargo Overland points U.S. in connection
with Chicago MILWAUKEE & ST. PAUL RAILWAY.

ARABIA MARU.....Monday, 27th September.
NEW YORK—Regular monthly service via Japan ports, San Francisco,
Panama and Cuban Ports.

HOBOULLU MARU.....Monday, 20th September.
NEW ORLEANS LINE.

SUMATRA MARU.....Monday, 8th November.
JAPAN PORTS—Mojji, Kobe, Yokohama, Yokohama.

KEELUNG via SWATOW & AMOY—These steamers have
excellent accommodation for 1st and 2nd class saloon passen-
gers and will arrive at and depart from the O.S.K. wharf
near the Harbour Office.

KAIJO MARU.....Sunday, 13th September.
AMAKUSA MARU.....Saturday, 11th September.

TAKAO via SWATOW and AMOY.
BORHU MARU.....Thursday, 23rd September.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
No. 1, Queen's Building.

CHINA-AUSTRALIA MAIL S. S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"HWAH PING".....Sailing Sept. 15th.
"VICTORIA".....Sailing Oct. 1st.

For Freight and Passage apply to—
THE CHINA & AUSTRALIA S. S. CO., LTD.

Telephone No. 2307.

112, Cross Street, Hong Kong.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SHANGHAI, TIENTSIN, TO SUEZ
SHANGHAI & TIENTSIN.....Sept. 10, at 4 p.m.
SHANGHAI & TIENTSIN.....Sept. 11, at 4 p.m.
SHANGHAI & TIENTSIN.....Sept. 12, at 4 p.m.
AMOI, SHANGHAI AND PUKOW.....Sept. 14, at 10 a.m.
SWATOW AND BANGKOK.....Sept. 14, at 10 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN.....Sept. 14, at 10 a.m.
SHANGHAI.....Sept. 16, at Noon.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent
Saloon accommodation, electric light and fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(twice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 22.



Operating the following U.S. Shipping Board Steamers.

FOR SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"CROSSKEYS".....About Sept. 25th.
"ICONIUM".....About Oct. 6th.

FOR PORTLAND, ORE.
"WAWALONA".....About Sept. 11th.
"MONTAGUE".....About Sept. 15th.

FOR NEW YORK
"CAPE MAY".....About Sept. 18th.
"ELDEPA".....About Oct. 15th.
"CITY OF JOLIT".....About Nov. 15th.

Through Bills of Lading issued to Overland Common Points.
FOR FREIGHT AND PARTICULARS APPLY TO—
THE ADMIRAL LINE,
Telephone 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES
NEW YORK and/or BOSTON.
Via Panama

S.S. "CAPE MAY".....About 15th Sept.

For freight space and particulars apply to—
BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

TELEPHONE 2477 & 2478. AGENTS. 5TH FLOOR. HOTEL MANSIONS.

THE BARBER STEAMSHIP LINES, INC.
THE ADMIRAL LINE.

Freight Service to Europe.

Regular Service to
ANTWERP & ROTTERDAM.

S.S. "EASTERLING".....About 15th Sept.

For freight, space and particulars apply to—

THE ADMIRAL LINE,

TELEPHONE 2477 & 2478. AGENTS. 5TH FLOOR. HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE."

Operating the following U. S. Shipping Board steamers.
HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DOE INWARDS.....About Sept. 12. S.S. VINITA.....Sept. 15.
S.S. WEST BIXTON.....Oct. 7. S.S. WEST BIXTON.....Oct. 10.

Through Bills of Lading to all U.S. and Canadian Overland Points.
no Transshipment en route.

Shipwide connection with the California, Santa Fe and Southern Pacific Railroads.
Head Office—LOS ANGELES, CALIF.

Branch Offices—HONG KONG, MANILA, SINGAPORE.
Hongkong Office—Primer's Buildings, Chester Road.

CHAS. F. RICHARDSON,
General Agent for South China.

Telephone No. 2008.

SHIPPING

C. P. O. S.

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Mojji) Kobe & Yokohama)

From HONGKONG VANCOUVER

Express of Japan.....Sept. 14.....Oct. 5

Express of Asia.....Sept. 22.....Oct. 11

Express of Russia.....Oct. 21.....Nov. 8

Monteagle.....Oct. 28.....Nov. 18

Express of Japan.....Nov. 8.....Nov. 30

Express of Asia.....Nov. 18.....Dec. 8

Express of Russia.....Dec. 21.....Jan. 9

Monteagle.....Jan. 13.....Jan. 31

Express of Japan.....Jan. 19.....Feb. 9

Express of Russia.....Feb. 10.....Feb. 28

Passengers to Europe are strongly urged to determine the exact
date of the Atlantic sailing desired prior to departure from
the Orient. Traffic conditions on the Atlantic are so congested
that the Pacific Ocean route can be arranged by cable
service for all passengers to Europe, whether or not transiting
the Pacific via C.P.O.S. steamers. Frequent sailings also
to Liverpool, London and Glasgow. Passage orders issued only
will cover all such reconnections.

For Fares and other information please apply to
HONGKONG OFFICE.

Telephone 712. Cable direct: GACANPAC.

CANADIAN PACIFIC

OCEAN SERVICES

CHINA MAIL S. S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "NILE" "CHINA"

(15,000 tons) (11,000 tons) (10,200 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

October 5th 1920. November 6th 1920. September 24th 1920.

AN UNEQUALLED HIGH CLASS

PASSENGER SERVICE.

C. T. SURREIDGE, Acting Freight Tel. Passenger Dept. 1834.

and Passenger Agent.

Primer's Buildings, 100 Cross Street. Tel. Freight Dept. & Agents. 2161.

General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers. Electric Light and Fans in State-rooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

HAICHING.....Capt. A. H. Stewart.....FRIDAY, 10th Sept., at 2 p.m.

HAICHONG.....Capt. W. C. Passmore.....TUESDAY, 14th Sept., at 2 p.m.

SWATOW.

HAICHONG.....Capt. J. E. Thomson.....SATURDAY, 11th Sept., at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

NEW YORK VIA SUEZ.

"General Church" 10th November.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (State), EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS

"ELLERMAN" LINE

(Ellerman & Bucknall Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For

LONDON....."KANSAS".....On 10th Sept.

LONDON....."WAZI".....On 18th Sept.

Subject to change without notice.

Or to HERR & Co., Chicago.

THE BANK LINE, LTD.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG.

"BIRMINGHAM CITY".....On 10th Sept.

"CITY OF DUNKIRK".....On 18th Sept.

"AJAX".....On 26th Sept.

"Call" at Boston.

Shippers proceed via New Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG & CANTON.

HERR & CO.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

CHINA COAST, ETC.

SWATOW.

Sept. 10.—I.C.S.N. Hangaang.
10.—D. L. Haiching.
11.—S. K. Amakusa Maru.
11.—D. L. Haiching.
12.—S. K. Kaifu Maru.
14.—C. N. Chubus.
14.—D. L. Haiching.

AMOY.

Sept. 10.—D. L. Haiching.
11.—S. K. Amakusa Maru.
12.—S. K. Kaifu Maru.
14.—C. N. Chubus.
14.—D. L. Haiching.

FOOCHOW.

Sept. 10.—D. L. Haiching.
14.—D. L. Haiching.

SHANGHAI.

Sept. 10.—C. N. Tientsin.
11.—C. N. Sunning.
12.—I.C.S.N. Hangaang.
12.—C. N. Chubus.
13.—S. K. Amakusa Maru.
14.—C. N. Chubus.
14.—I.C.S.N. Hangaang.
16.—J.C.F.L. Tientsin.
16.—C. N. Sunning.
17.—S. K. Amakusa Maru.
17.—R. F. Tientsin.
20.—R. F. Keemun.
20.—P. & O. Durnea.
Oct. 2.—P. & O. Alipora.
6.—B. F. Telamon.
10.—B. F. Telamon.
10.—B. F. Telamon.
10.—B. F. Telamon.
10.—B. F. Telamon.
10.—B. F. Telamon.
10.—B. F. Telamon.
10.—B. F. Telamon.

WEIHAIWEI AND CHEFOO.

Sept. 14.—C. N. Haiching.

TIENTSIN.

Sept. 14.—C. N. Haiching.

HANKOW.

Sept. 17.—B. F. Sunning.

TAKU AND DALNY.

Sept. 21.—B. F. Tientsin.
Oct. 22.—B. F. Elpenor.

TSINGTAO.

Sept. 12.—C. N. Chubus.

PUKOW.

Sept. 14.—C. N. Chubus.

KEELUNG.

Sept. 11.—O.S.K. Amakusa Maru.
12.—O. S. K. Kaifu Maru.

VLADIVOSTOCK.

Oct. 6.—B. F. Telamon.

HAIPHONG AND HOIHOW.

Sept. 15.—I.C.S.N. Loksang.

SAIGON.

Sept. 13.—M. M. Andre Lebon.
24.—M. M. Paul Lebon.
Oct. 2.—J. K. Unnan Maru.

BANGKOK.

Sept. 14.—C. N. Chubus.
Oct. 2.—O. S. K. Unnan Maru.

SINGAPORE.

Sept.

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"JEYPORE" (Cargo)	7,400	13th Sept.	MAHARAJA LONDON & A'Warp.
"PUNJAB"	5,400	17th Sept.	Singapore, Colombo & Bombay.
"INDIA"	8,000	25th Sept.	MAHARAJA LONDON & A'Warp.
"KANGAROO"	8,900	25th Oct.	MAHARAJA LONDON & A'Warp.
"ALPINE" (Cargo)	5,300	30th Oct.	MAHARAJA LONDON & A'Warp.

BRITISH INDIA-APCAR SAILINGS (South)

"TANDA"	7,000	24th Sept.	Straits, Bangkok and Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"KAWANA"	7,000	25th Sept.	Faifan, Thursday Island, Tanna, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,200	5th Oct.	

SAILINGS TO SHANGHAI & JAPAN

"KANKIN"	6,900	10th Sept. at Noon.	Shanghai, Moji, Kobe & Yama.
"GREGORY APCAR"	4,800	11th Sept.	Shanghai and Japan.
"ST. ALBANS"	4,300	17th Sept.	Japan direct.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Take Interchangeable.
1st Saloon Passengers by travel by B.I.S.N. Company's steamers between
Singapore and Calcutta. Singapore and Calcutta is the section of
the P. & O. Line, Singapore to Calcutta.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Passengers are requested to be ready to receive the goods at the
Company's office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are requested to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.
Any damaged packages must be left in the Godowns for examination by the
Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognized. No
claims will be admitted after the goods have left the Godowns.
For further information, Messrs. Goddard and Douglas, apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Keelung, Shanghai & Japan ports.

Cargo to Overland Points U. S. in connection with Great Northern, Northern
Pacific and Chicago, Milwaukee & St. Paul Railways.

FUSIMI MARU (omitting Manila, Keelung) Saturday, 11th Sept., at 11 a.m.
KAPORI MARU Thursday, 20th Sept., at 11 a.m.
TAMBA MARU Friday, 8th Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

KAGA MARU Friday, 10th Sept., at 10 a.m.
YOKOHAMA MARU Monday, 20th Sept., at Noon.
TAMBA MARU Friday, 1st Oct., at Noon.

HAMBURG, LONDON & ANTWERP

LIVERPOOL & MARSEILLES via Singapore, Colombo Suez and Port Said.

TOTTORI MARU Tuesday 25th September.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU Wednesday, 22nd Sept., at 11 a.m.
NIKKO MARU Wednesday, 20th Oct., at 11 a.m.

NEW YORK

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TALIS MARU Wednesday, 15th September.
YETOROFU MARU Beginning of October.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS - Nagasaki, Kobe & Yokohama.

NIKKO MARU Saturday, 18th September, at 11 a.m.
AKI MARU Saturday, 18th October, at 11 a.m.

SHANGHAI, KORE & YOKOHAMA

SADO MARU Friday, 17th September, at 11 a.m.
SHINKA MARU Monday, 20th September, at 11 a.m.
KIPANG MARU Thursday, 29th September, at 11 a.m.

For further information apply to
NIPPON YUSEN KAISHA
2, YAMADA, Manager

Telephone Nos. 206 & 207.

P. & O. S. N. COMPANY.

THE Steamship.

"JEYPORE"

5,300 Tons.
will be despatched for STRAITS
PORTS, COLOMBO, PORT SAID,
MARSEILLES, LONDON &
ANTWERP direct.

on or about
MONDAY, the 13th September.

For Freight apply to:
MACKINNON MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central,
Hongkong.

Hongkong, September 7th, 1922.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE and STRAITS.

HB Company's Steamship.

"MUSHIMA MARU"

having arrived from the above ports,
Consignees of Cargo are hereby in-
formed that their Goods are being
landed and placed at their risk in the
Hongkong and Kowloon Wharf and
Godown Company's Godowns at Kow-
loon, where each consignment will be
sorted out mark by mark and delivery
can be obtained as soon as the Goods
are landed.

Optional Goods will be carried on
unions, instructions are given to the
contrary before NOON, TO-DAY.

Goods not cleared by 14th
Sept. 1922, will be subject to rent.

Damaged packages must be left in
the Godowns for examination by the
Consignee's and the Co.'s representa-
tives at an appointed hour on Tuesday
and Friday. All claims must be pre-
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Optional Goods will be carried on
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SHIPPING.

PRINCE LINE FAR EAST SERVICE.

FOR NEW YORK

S.S. "CELTIC PRINCE" via Panama Canal Early October.

Steamers proceed via SUEZ CANAL or PANAMA
CANAL at Owners' option.

For freight and further particulars, apply to:

SHEWAN, TOMES & CO.,
Agents.

T. K. K. OYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PRINCE OF THE SEA"

STEAMERS: TONS: LEAVES HONGKONG

*PERISCARU 5,000 Sept. 17th

*KUPA MARU 5,000 Sept. 30th

*SIBERIA MARU 5,000 Oct. 13th

*TENTO MARU 5,000 Oct. 26th

*SIBIRO MARU 5,000 Nov. 9th

Leaving out at Shanghai. Calling at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO
SALINA CRUZ, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDIN ROUTE TO BUENOS AIRES.

STEAMERS: TONS: LEAVE HONGKONG.

*ANAYO MARU 13,500 Sept. 6th

*SEIYO MARU 14,000 Nov. 9th

For full information regarding passages, freight and sailings,
apply to:

King's Building. Y. TSUTSUMI, Manager.
Agents at C. P. Tel. Nos. 2774 & 2775.

Messrs. T. F. GRIFFITH, LTD.

KAIPING

COAL. COKE FIREBRICKS.

KAILAN MINING ADMINISTRATION

HEAD OFFICE: TIENTSIN.

AGENTS: DODWELL & CO., LTD.
HONGKONG

NOTICES TO CONSIGNEES

STRUTHERS AND DIXON, INC.

NOTICE TO CONSIGNEES.

From BALTIMORE.

THE Steamship

"EASTERN CROWN"

having arrived from Baltimore via
ports on 6th Sept. 1922. Consignees
are hereby notified that their cargo
is being landed at their risk into the
hazardous and/or Extra-Hazardous
Godowns of the Hongkong and Kow-
loon Wharf & Godown Co., Ltd.,
Kowloon, and stored at Consignees'
risk.

Consignees of Cargo must produce
an Import Permit signed by the
Superintendent of Imports and Ex-
ports, Hongkong, before Bills of
Lading will be countersigned.

All broken, chafed and damaged
cargo will be left in the Godowns
where it will be examined at 10 a.m.
on 13th Sept. 1922, by the Company's
surveyors Messrs. Carmichael &
Clarke.

All claims must be presented within
ten days of the steamer's arrival
here, after which date they cannot be
recognized. No claims will be
admitted after the goods have left
the Godowns and cargo undelivered
on and after 13th Sept. 1922 will
be subject to rent.



Union Suits

B. V. D. made of a white
check raincoat. Knee length
\$2.75 per suit.

White knitted cotton, medium
weight, either knee or ankle
length. From \$6.50 per suit.

UNION SUITS ARE THE MOST COMFORTABLE STYLE OF UNDERWEAR

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

16, Des Vaux Road.

Telephone 29.

OFFICIAL WAR HISTORY.

"EMDEN'S" EXPLOITS

INDIAN AUTHORITIES SEVERELY CRITICISED.

An event of considerable interest is the appearance of the first of the volumes of the "British Official History of the War." This consists of an account of the Naval operations to the battle of the Falklands and is accompanied by a separate case of maps and charts. The History is based upon official documents, and is appearing by direction of the Historical Section of the Committee of Imperial Defence. It is being produced by Sir Julian S. Corbett, who points out in a preface that "the work is only official in so far as he has had access to British documents not only naval but military and political, and that for the form and character of the narrative as well as for opinions expressed the author alone is responsible."

THE "EMDEN'S" RAID.

Readers in India and Malaya will turn naturally to the events in which they are chiefly interested and in this first volume at least they are much catered for. For here is the story of the "Emden" told in a new and often in a fresh light, while there are various criticisms of the authorities which have more than an academic interest. The "Emden" when the war broke out was lying at Tsingtau and she was summoned to Admiral Jernam de Spee at Pagan Island in the Ladrone. After leaving Tsingtau the "Emden" was on the lookout for the Russian cruiser "Askold" but missed her and captured instead the "Ryssen", a ship of the Volunteer Fleet. She narrowly escaped being taken by Admiral Jernam who was operating in the waters about the Yap wireless and on August crossed her track but could not place her. She joined von Spee on August 12 and was immediately detached with her tender the "Markomannia" on a special mission to the southward. By the end of August she was approaching the Indian Ocean on her famous raid.

ITALIAN HELP.

The first news of the appearance of the "Emden" reached Calcutta on September 14, when the "City of Rangoon" put back into the Hooghly on hearing from the "Loredano" that a German cruiser was operating in the Bay and had already four prizes in company. Until that moment she was thought to be with von Spee in the Southern Pacific. And here comes the first breath of criticism. It was not considered possible that the "Emden" could have eluded the net Admiral Jernam had set in the Far East and no part of Eastern waters was regarded as more secure than the Bay of Bengal. "So complete indeed," says Sir Julian Corbett, "was the sense of security expressed by the Indian authorities that masters, in spite of Admiralty instructions, were in this section keeping to the usual track and steaming with undiminished lights. Had the most ordinary precaution been taken there must have been a much milder story to tell, but as it was the "Emden" had an easy task."

On September 5, she left her secret coaling place in Sumatra and again narrowly missed capture by the "Hampshire". She then made for the Colombo-Calcutta track and there early on September 10, took the Greek collier "Pontoporeos" with 6,000 tons of Bengal coal, which she kept for her own use. She sank the "Indus" and the "Lover", chartered as transports and going to Bombay empty; the "Kabanga", outward for New York was spared as the cargo was American owned; the "Killing" with coal and the "Diplomat" with a general cargo

both were sunk. None of these ships made any attempt to get away, says Sir Julian. All were on the direct run and all steamed quietly to meet the "Emden" assuming she was a British cruiser. Then she met the "Loredano", an Italian vessel, which was spared and was able to awaken India to the fact that a raider was preying on commerce almost at the mouth of the Hooghly.

THE "EMDEN" COALS.

On September 16, Admiral Jernam heard of the raid. He arranged to watch points in his vicinity where the "Emden" might coal and despatched the "Hampshire" (Capt. R. W. Grant) and the "Chikuma", the latter of which was sent to Colombo, while Captain Grant made for Rangoon to search the Nicobar and Andaman Islands. The "Yarmouth", also attached, developed engine room defects and put into Penang.

Meanwhile, the "Emden" left the main trade route for False Bay to coal and in so moving ran into the "Traboch" from Nagasaki to Calcutta. Her, Captain von Muller sank and as his wireless told him the "Loredano" was spreading the alarm he sent the "Kabanga" back to Calcutta with his prisoners. He then cruised about the Sandheads and except for sinking the "Cian Matheson" he enjoyed no further activities. Wireless had put a stop to his operations. He then coaled and set off for Rangoon in ignorance of the fact that Captain Grant was approaching that point in a search for him.

INDIAN AUTHORITIES CRITICISED.

On the evening of September 18 the "Emden" made over her "Cian Matheson" prisoners to the "Dorv", a Norwegian ship with which she had fallen in. At the same time the "Hampshire" was coming up north on the east of the Nicobars. The next day the "Dorv" was in Rangoon with her news and about noon Captain Grant had it. Thus Sir Julian:

"He had unfortunately been compelled to proceed to Port Blair in the Andamans, for to his despair the Indian authorities kept sending him message on day and he had to get to the cable in order to despatch an urgent request that they should desist from thus revealing his presence. His chance of getting hold of the chase was already seriously compromised, but he held away again on a different course—keeping on to the northward instead of going to Rangoon in hopes of cutting the "Emden" off. Unfortunately Captain von Muller had taken in the unlucky signals, and they assured him that several British cruisers were working to the south of him. Knowing, therefore, that the mouth of the Bay was dangerous ground, he coaled under way from the "Markomannia" in the Gulf of Martaban, and then held away to the westward just in time to cross ahead of the "Hampshire" and thus he escaped her for the second time.

ALL LIGHTS SHOWING.

Then came the "Emden's" Madras episode. After her appearance off Rangoon all trace of her had been lost and on 22nd September the Colombo-Calcutta trade route was opened again. Yet that same evening she was off Madras, bounding the oil tanks on the sea-front and also the town. At that time she was in grave danger. The "Hampshire" was 300 miles to the north and the "Chikuma" little more to the south. The "Emden" after being seen at Cuddalore and Pondicherry, sailed north and though the plan was to give a false idea of her intentions it nearly led her into the "Hampshire", which could not have been more than three hours' steaming away. However, she then shaped a southerly course and ran down the Ceylon coast ahead of Captain Grant the

RETURN OF THE TANGO.

DANCES FOR THE AUTUMN.

The ballroom dances for the coming autumn are to be the one-step, the fox-trot, a modernised tango, and the waltz Italiane, according to Mr. Cecil H. Taylor, president of the Imperial Society of Dance Teachers. "Middle-aged dancers will be able to go with enjoyment and ease through a programme of 20 or so of these dances. The dances have none of those stationary or retrogressive movements which interfere with the dancing of others."

"The new tango has only five movements, is in no way involved and intricate, and is a graceful, refined dance. The waltz Italiane is a combination of modern dance movements to waltz tempo, introducing variety into the waltz. Its movements are not sequent. They can be in any order the dancers please."

TALE OF A TORNADO.

APPALLING PHENOMENON.

THUNDERSTORMS AND THEIR CAUSE.

Excepting a volcanic explosion of magnitude, the tornado is the most appalling of natural phenomena. No structure erected by human hands can resist it, and the only safeguard against it is a mountain range. A tornado presents to the eye the appearance of a mass of vapour from which is extended towards the ground a whirling appendage like an enormously magnified elephant's trunk. The latter, perhaps 1,000 feet in diameter, rotates with a motion contrary to the hands of a clock, travelling along at a rate of about thirty miles an hour, with a roaring noise that deafens, and sucking up everything in its path.

The noise it makes is a combined "wooo-oo-oo" and "whirr-r-r-r," and has been compared to that of 1,000, express trains passing over a bridge. With a lifting, sucking movement the cloud draws things upward; its whirling motion tears them to little bits, and grinds them as if in mill. Houses are lifted bodily off their foundations, and while in the air are torn to pieces. The track devastated by a tornado may be a few hundred feet to a mile wide. It is a necessarily continuous, for the funnel cloud may lift itself clear of the ground at intervals, then dip, and again rebound. Its arrival is accompanied by frightful crashes of thunder and lightning that set the whole sky aflame. Its departure is immediately followed by a deluge of rain. There is no safe refuge to be found in the slightest building of brick or stone. On the contrary, such a structure, easily destroyed by the sweep of the tornado, is liable to bury people beneath its ruins.

The funnel cloud is no longer a mystery, though its terrors have been no whit diminished by knowledge of its significance as a phenomenon. It is nothing in the world but an exaggerated thunderstorm, engendered under like conditions, but owing its development to at least one feature that is happily exceptional.

CURIOUS FORMATION OF CLOUD.

On a warm day the air near the surface of the ground has a relatively high temperature. A flood of cold air, let us say, flows in above, occupying a higher level. This is an unstable arrangement, because the warm air, being lighter, would naturally be on top. An atmospheric fuss results, and we have what is called a thunderstorm, the warm air and cold air gradually commingling. But occasionally it happens that the cold flood above finds a weak spot, where the upward pressure of warm air from beneath is less than elsewhere. This offers a hole through which the cold air can descend, and it pours through exactly as the contents of an unsupported basin of water: escaping through the vent hole. You have noticed the violent whirling motion of water escaping in this way, the same thing happens to the cold flood of air streaming down from above.

The cold, descending, condenses the moisture in the lower stratum, and thus is formed a mass of vaporous air which assumes the shape of a monstrous balloon with a long neck extending towards the earth. This is the funnel cloud, which the vapour makes visible. The sudden condensation of moisture causes electrical discharges of appalling violence, hence the thunder and lightning.

The neck of the cloud is a hollow tube, inside of which is a high vacuum. Thus it sucks up whatever it comes across, emptying wells and ponds, and picking up houses and people. Revolving at a speed of at least 500 miles an hour, its destructive force is irresistible. More likely its speed of rotation is four times that, as may be judged from the fact that it will drive straw through inch planks, which would require the velocity of a rifle bullet.

Disastrous tornadoes are much more frequent than they used to be," says an American report, "not because the phenomenon occurs oftener, but for the reason that there are many more towns to be struck. To escape one, the proper thing to do is to run north or south, never east or west, because that is the direction in which the funnel cloud is travelling."

RHEUMATISM.

HAVE you ever tried Chamberlain's Pain-Expeller for rheumatism? If not, you are wasting time, as the longer this disease runs on the harder it is to cure. Get a bottle to-day, apply it with vigorous massage to the afflicted parts and you will be surprised and delighted at the relief obtained. For sale by all Chemists and Druggists.

MANCHESTER WEEKLY MARKET REPORT.

Messrs. James F. Hutton & Co., Ltd., Manchester, in their report dated August 4 state—

Cotton prices have been unsettled and fluctuating, but with continued favourable weather and crop news the tendency has been generally downward as the belief has been spreading that the early setbacks of the crop had been overcome, and rapid progress had been made, for nearly all the states. This belief led to the expectation of a comparatively high Bureau estimate of the condition as on July 24. The actual figures however issued on the 2nd inst. proved to be lower than anticipated and temporarily relieved the weakness, giving a steeper and firmer tone to the market. The report shows that the average condition has improved 3.4 on the month to 74.1 and compared with the same month in previous years as follows—

1919 1918 1917 10 years average.

67.1 73.5 70.3 75.6

The indicated yield per acre is returned at 1704 lbs, making a total estimated crop of 12,519,000 Bales. Crop news has been in fact practically the only factor to influence values and it would appear that a revival of activity in the goods market is needed to impart any strength as this feature is at present entirely lacking. In the yarn and cloth markets the improvement there was in the last two weeks has relapsed into quietness so far as actual business is concerned, but enquiry is again considerably better and the outlook is regarded very hopefully on all sides. Prices remain very irregular and what business is put through is going principally to makers who have looms standing idle or about to stop for want of orders, and are consequently willing to take very low prices. Such lots may certainly be regarded as safe as producers' margins are at a minimum in these cases and the goods are for quick delivery. The prices in many instances are in fact so low that makers will only take small lots. Trade for China continues quiet but the demand from India shows some sign of developing, some purchases having been made and offers are better and more numerous. Some miscellaneous lots have also been looked for South America and the home trade.

TOLD BY THE PARISH PRIEST.

A Story of Cuba.

At Canas, in the island of Cuba, there lives the Reverend Father Villanueva, a priest who, like so many others of his cloth, is a "father" in deed as well as in name to the members of his flock. Hence it arose that he became interested in the affairs of the family Sierra, with what result he has since narrated as follows—

"Some time ago when I was Parish priest in the village of Carlos Rojas there lived in the village a family of whom I was an intimate friend. The eldest daughter, a beautiful child twelve years of age whose health was in a delicate condition, looked as if her life were fading away. She was so very weak and so depressed in spirit that she felt no desire for anything but solitude."

"I loved and still love this family with all my soul, and therefore even took upon myself their misery, the more so when I learned that the doctors could not ascertain the nature of the child's malady. I went into consultation with several physicians deserving of all my confidence, but no one seemed to know what to do in so strange a case. Usual treatments to overcome the weakness having proved unavailing."

"At about this time a few booklets regarding Dr. Williams' pink pills for pale people came into my hands, and reading in them testimonials of similar cases I sent for a few bottles of pills and took them to my friend Mr. Julio Sierra father of the child. I can truthfully say that the improvement was so rapid that in about 15 days we had the pleasure of noticing the child cheerful and happy, full of colour and life, undergoing a change; instead of being pale as before she now had a rosy complexion, and her mind, before clouded by her malady was now clear."

"In consideration of those facts I have not hesitated to recommend Dr. Williams' pink pills in as many cases of ailments resulting from impoverished blood or weakened nerves as have come to my notice among my acquaintances. And in the different towns where I have ministered as parish priest since then I have seen many proofs of the excellent results obtained with this renowned remedy."

"Testifying to the truth of the above, and feeling that I have thus fulfilled my duty for the good of my fellow-beings, I sign my name, TEODORO VILLANUEVA, Priest."

Readers of this paper can obtain Dr. Williams' pink pills for pale people from local medicine vendors, or, if preferred, one bottle for a dollar and a half, six for eight dollars, post free from The Dr. Williams' Medicine Co., 28 Sachems Road, Shanghai. As a specific for diseases due to blood and nerve debility these pills enjoy a reputation which encircles the world."

NOTICES.

DAIRY FARM NEWS.

New shipments just received

GOUDA CHEESE	80	cents	per	lb.
EDAM	80	"	"	"
CREAM	80	"	"	pat
PICNIC	80	"	"	jar

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

EXTENSION OF PREMISES

AT

WHITEAWAY'S

TO-DAY, and during Alterations

We are giving our Customers the benefit of a

SPECIAL 10% DISCOUNT

off every Article in the Store.

NEW AUTUMN GOODS

IN EVERY DEPARTMENT

New Hosiery, New Mercery.

New Dress Velvets, New

Dress Fabrics, New Blouses,

New Costumes, New Coats.

ALL NEW SEASON'S

GOODS

Subject to the above

Liberal Discount for Cash Only

AT

WHITEAWAY'S

THE CASH

DRAPERS, FURNISHERS & OUTFITTERS,
HONGKONG.



GENTLE MEN'S
GOODS

MERCERY

Beautiful Form-in-hand Ties.
Bow Ties, Collars, Shirts,
Cuff Links, Shirts, Pyjamas,
Underwear, Socks, etc., etc.

THE SINCERE
CO., LTD.

GENTLEMEN'S GOODS
DEPARTMENT

MUSTARD & CO.

Connaught Rd. Central.

Telephone No. 1188.

HERING-HALL-MARVIN'S SAFES, BANKING EQUIPMENT & PORTABLE VAULTS.

Heavy Office Safes

Steel and Fireproof

Equipped with "YALE"

Combination or Key Locks

Household or Wall Safes

Steel and Fireproof

Stocked in assorted

sizes

Portable Vaults

Equipped with both Key &

Combination mechanism

Medium weight with

sectional interior fittings.

SOLE AGENTS IN

CHINA, HONGKONG

AND MACAO.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE

FROM SHANGHAI	
Sept. 10.—B. F. Cyclops.	
11.—B. F. City of Dunkirk.	
12.—B. F. Mentor.	
13.—B. F. Ajax.	
14.—B. F. Sictor.	
15.—B. F. Lunera.	
16.—B. F. Tairas.	
17.—B. F. Roonun.	
18.—B. F. Helopus.	
19.—B. F. Antiochus.	
20.—B. F. Elipnor.	
21.—B. F. Atrous.	

FROM JAPAN

FROM JAPAN	
Sept. 11.—P. & O. Jeypora.	
12.—J. O. J. L. Tilleboet.	
13.—N. Y. K. Tsaiu Maru.	
14.—N. Y. K. Yokohama Maru.	
15.—B. F. Lyacon.	
16.—B. F. Taida.	
17.—B. F. Karonna.	
18.—P. & O. Kiva.	
19.—P. & O. St. Albans.	
20.—P. & O. Tita.	
21.—P. & O. Nankia.	
22.—P. & O. Gregory Apar.	
23.—P. & O. Girdle.	
24.—P. & O. Eurypylus.	
25.—B. F. Peleus.	
26.—P. & O. Kachgar.	
27.—P. & O. Kastru.	
28.—P. & O. Alipore.	
29.—P. & O. Jason.	
30.—B. F. Telamon.	
31.—P. & O. Idomenus.	
32.—P. & O. Novara.	
33.—B. F. Telemachus.	
34.—B. F. Agapenor.	

FROM MANILA

FROM MANILA	
Sept. 14.—J. O. J. L. Bengalis.	
Oct. 10.—B. F. Tencer.	

FROM BOMBAY

FROM BOMBAY	
Sept. 18.—N. Y. K. Shioi Maru.	
28.—P. & O. Dinnora.	
Oct. 1.—P. & O. Alipore.	

FROM CALCUTTA

FROM CALCUTTA	
Sept. 17.—B. I. A. Gregory Apar.	
19.—B. I. A. Torika.	

FROM JAVA

FROM JAVA	
Sept. 11.—J. O. J. L. Tijiboda.	
13.—J. O. J. L. (Jinacok).	
14.—J. O. J. L. Bengalis.	

FROM MELBOURNE AND SYDNEY

FROM MELBOURNE AND SYDNEY	
Sept. 13.—E. & A. St. Albans.	
17.—N. Y. K. Nikko Maru.	
25.—A. U. Changsha.	
Oct. 8.—E. & A. Eastern.	

FROM VANCOUVER

FROM VANCOUVER	
Sept. 18.—C. T. O. S. Empress of Asia.	

FROM SAN FRANCISCO

FROM SAN FRANCISCO	
Sept. 10.—T. K. K. Persia Maru.	

FROM SEATTLE

FROM SEATTLE	
Sept. 27.—B. F. Tyndareu.	
Nov. 4.—B. F. Jaxon.	
23.—B. F. Talchibius.	
Dec. 2.—B. F. Tyndareu.	
14.—B. F. Jaxon.	
24.—B. F. Talchibius.	

FROM LOS ANGELES

FROM LOS ANGELES	
Sept. 12.—L. A. P. N. Vinita.	
Oct. 7.—L. A. P. N. West Hison.	

FROM LONDON

FROM LONDON	
Sept. 10.—B. L. Bendal.	
14.—G. W. S. Pembroke.	
20.—N. Y. K. Sado Maru.	
21.—P. & O. Ka-hgar.	
22.—N. Y. K. Kitano Maru.	
Oct. 2.—G. L. Glenifer.	
12.—P. & O. Novara.	

FROM LIVERPOOL

FROM LIVERPOOL	
Sept. 12.—B. F. Ajax.	
15.—B. F. Sictor.	
20.—N. Y. K. Nigato Maru.	
25.—B. F. Tairas.	
26.—B. F. Karonna.	
Oct. 6.—B. F. Telamon.	
10.—N. Y. K. Kankura Maru.	
11.—B. F. Tencer.	
12.—B. F. Peleus.	
13.—B. F. Laceris.	
21.—B. F. Elipnor.	
28.—B. F. Atrous.	

DECADENT WORLD.

ADAM'S FIRST REMARK.

IGNOMINIOUS END NEVER REACHED.

The best history is not written; it is deduced from our knowledge of human nature. There are, for example, no records to prove it, but who can doubt that when Adam was dropped from primal chaos on to a barren "earth he looked about and said: "Dear me, what a decadent world!" Ever since the day of its creation, this world with all its customs, habits and its arts, has been tottering along to an ignominious end, but somehow or other it never gets there. On the contrary, it progresses, which is the greatest of all miracles, because everyone is always agreed that the things were so much better than the things of to-day. How are we to reconcile these apparently contradictory facts? We cannot very well amend the statement that the world progresses. The cynic may question whether we are any happier than the paleolithic people, but there can be no doubt that we are more civilised. The very fact that life has become infinitely more complicated is proof that the outlook has become wider and the interests more diverse.

WEATHER REPORT.

Sept. 8d. 12h. 00m.—No returns from Japanese stations.
Pressure has decreased considerably at Weihaiwei and increased slightly at moderately elsewhere; it is lowest over S. China and the Gulf of Tonking.

Hongkong Rainfall for the 24 hours, ending at 10 a.m. to-day, 0.38 inch. Total since January 1st, 82.16 inches, against an average of 68.88 inches.

Forecast for the 24 hours ending at 10 a.m. on September 10th.
1.—Hongkong: S. or variable winds; moderate; cloudy; occasional rain.
2.—Formosa Channel: The same as No. 1.

3.—South coast of China between Hongkong and Lamocka: The same as No. 1.
4.—South coast of China between Hongkong and Hainan: The same as No. 1.

ROYAL OBSERVATORY, HONGKONG, DAILY WEATHER REPORT.

SEPTEMBER 9, 1920.—A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind.	
					Direction.	Force.
Victoria Peak.	6 a.m.	30.02	54	—	0	0
Yamuro.	6 a.m.	—	—	—	—	—
Dakotai.	6 a.m.	—	—	—	—	—
Oklo.	6 a.m.	—	—	—	—	—
Sochi.	6 a.m.	—	—	—	—	—
Nagasaki.	6 a.m.	—	—	—	—	—
Kagoshima.	6 a.m.	—	—	—	—	—
Oshima.	6 a.m.	—	—	—	—	—
Naha.	6 a.m.	—	—	—	—	—
Ishigima.	6 a.m.	—	—	—	—	—
Bonin Island.	6 a.m.	—	—	—	—	—
Wichuwei.	6 a.m.	30.71	69	75	NNE	4
Banko.	6 a.m.	—	—	—	—	—
Chang.	6 a.m.	—	—	—	—	—
Kichiang.	6 a.m.	—	—	—	—	—
Changsha.	6 a.m.	—	—	—	—	—
Shanghai.	6 a.m.	30.55	70	96	SW	2
Tientsin.	6 a.m.	30.78	73	100	—	—
Amoy.	6 a.m.	30.77	80	74	—	0
Swatow.	6 a.m.	30.75	80	92	SW	1
Taihu.	6 a.m.	30.75	73	86	—	0
Tientsin.	6 a.m.	30.75	73	—	—	0
Beiping.	6 a.m.	30.75	75	—	—	0
Harbin.	6 a.m.	30.75	75	—	—	0
Kobe.	6 a.m.	30.76	77	—	—	0
Yokohama.	6 a.m.	30.77	77	—	—	0
Osaka.	6 a.m.	30.74	77	—	—	0
Manila.	6 a.m.	30.73	80	96	SE	2
Cebu.	6 a.m.	30.67	75	98	SE	2
Cap Rock.	6 a.m.	30.67	75	98	SE	2
Manila.	6 a.m.	30.66	75	98	SE	2
Wuchow.	6 a.m.	—	—	—	—	—
Peking.	6 a.m.	—	—	—	—	—
Shanghai.	6 a.m.	—	—	—	—	—
Beiping.	6 a.m.	—	—	—	—	—
Harbin.	6 a.m.	—	—	—	—	—
Kobe.	6 a.m.	—	—	—	—	—
Yokohama.	6 a.m.	—	—	—	—	—
Osaka.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.	—	—	—	—	—
Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.	—	—	—	—	—
Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.	—	—	—	—	—
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Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.	—	—	—	—	—
Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.	—	—	—	—	—
Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.	—	—	—	—	—
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Cebu.	6 a.m.	—	—	—	—	—
Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.	—	—	—	—	—
Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.	—	—	—	—	—
Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.	—	—	—	—	—
Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.	—	—	—	—	—
Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.	—	—	—	—	—
Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.	—	—	—	—	—
Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.	—	—	—	—	—
Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.	—	—	—	—	—
Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
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Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
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Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.	—	—	—	—	—
Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
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Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.	—	—	—	—	—
Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
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Cap Rock.	6 a.m.	—	—	—	—	—
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Cebu.	6 a.m.	—	—	—	—	—
Cap Rock.	6 a.m.	—	—	—	—	—
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Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.	—	—	—	—	—
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Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.	—	—	—	—	—
Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.	—	—	—	—	—
Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
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Manila.	6 a.m.	—	—	—	—	—
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Manila.	6 a.m.	—	—	—	—	—
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Manila.	6 a.m.	—	—	—	—	—
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Cap Rock.	6 a.m.	—	—	—	—	—
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Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.	—	—	—	—	—
Cap Rock.	6 a.m.	—	—	—	—	—
Manila.	6 a.m.	—	—	—	—	—
Cebu.	6 a.m.					